

**A New Connection for University City
Council President Scott Peters, First District
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Over the past two years, there has been an intense focus on the City's legal and financial problems and how they came to be. It has been a painful time for city employees and the residents who rely on them to maintain their streets, parks and libraries. Recently, we marked an important milestone on the road to recovery. It gives me hope that we are nearing the end of this painful chapter in our civic life.

Last month, the so-called "Kroll Report" was delivered to the City Council. This exhaustive report tells us how we got into the mess we're in, and how we can emerge from it. I am hopeful that the recommendations proposed by Kroll and embraced by Mayor Sanders and the Council can guide us back to financial health and a new era of openness and accountability.

With such a big story to cover, it's not surprising that some of the "good news" happening in our community has been overlooked by the larger media outlets, although it is disappointing. Happily, smaller papers like the *Golden Triangle News* are there to report on the road openings, park improvements and other community projects that matter most to residents.

Since taking office in 2000, my primary focus in the University City area has been to improve upon the traffic circulation. To date, we've completed major roadway improvements such as La Jolla Village Drive, the Adath Road / La Jolla Parkway Intersection, the I-805 Interchange at Nobel Drive and the development of Judicial Drive between Nobel and Goldenhaven. This year, we broke ground on the Miramar Road Widening project and approved the Regents Road Bridge Alternative.

This month, we'll celebrate the completion of another important transportation link, the Judicial Drive connector between Goldenhaven and Eastgate Mall. This new four-lane road links new areas such as La Jolla Crossroads and the Nobel Research Park with the business park north of La Jolla Village Drive. It will relieve congestion on La Jolla Village Drive, Nobel Drive and the 805 on-ramps, and allow for alternative means of transit via bike paths and pedestrian walkways.

University City is a great example of why cities need a comprehensive approach to growth. For years, inadequate attention was given to providing the roads and community services needed in new areas such as North UC. This "growth gap" contributed to heavy traffic congestion on the main thoroughfares. We are just now starting to catch up, and provide the kind of infrastructure that the community requires and deserves.

We cannot build our way out of traffic congestion, however. We must combine an adequate road infrastructure with real alternatives to driving. The bike and pedestrian paths we're building into all new road projects are one way to do that. Another is to strengthen our regional public transit system.

As part of their 2006 comprehensive route analysis, the Metropolitan Transit Authority has streamlined bus service in University City. For more information, visit the MTS website, www.sdcommute.com.

All of these changes reflect one more step toward a comprehensive transportation strategy that provides a real alternative to car travel. A vibrant and dynamic area like University City deserves nothing less.